



To the Honorable Assembly of Commons in house of Parliament.

The humble Petition of the Waggoners or Carriers of the Cities of Oxford, Cambridge, Norwich, Colchester, Northhampton, and other Townes and places within this Realme.

And also of the Clothiers and Trades-men vsing traffique and commerce
in the said Townes and places.



Humbly shewing,

That the Kings Maesties Proclamation giuen at Winfor the sixt day of August in the twentieth yeare of his Highnesse most happy Reigne ouer vs of this his Realme of England, hereunto annexed, is a great hindrance and grievance to your Petitioners; for relief whereof your Petitioners about February last was twelue moneths, did most humbly petition the Kings most excellent Maestie, who thereupon was graciously pleased to refer your Petitioners said grievance to the consideration of the Lords of his Highnesse most honorable Priuie Councell, vnto whom your Petitioners repaiting with his Maesties said gracious reference, their Honours being busied with more important affaires, had no leasure to consider thereof, and to did nothing therein.

Wherefore your humble Petitioners being still molested and troubled by vertue of the said Proclamation if they go with their said Waggons, doe most humbly pray and beseech this honorable Assembly to receive this their Petition into consideration, and to reade their grievances and allegations hereafter following, importing both a necessitie and conuenience that Waggons with foure wheeles shold rather be in vse then Carts with two wheeles; And to be a meanes that the said Proclamation may be called in, and they at libertie to vse their Waggons with foure wheeles as in former times, not carrying aboue twentie hundred weight the six moneths in the Winter season; And they shall dayly pray, &c.

Their Allegations.

1. First, a Waggon or Drug haung foure wheeles will seldome or neuer ouerthow (whatsoeuer his loading be) because when one of the wheeles doth rise, the other doth incontinently pull him downe againe, and by that meanes the passengers and goods that are therein, and also the Driuer, are in safetie.

Where on the contrary, a Cart with two wheeles will very often (inevitably) ouerthow, and in ouerthrowing indanger the liues of the Passengers, if any be therein, and spoile, hurt and soyle the goods, to the losse of the owners marke.

2. A wagon by reason of such his securer trauell, doth make more speed on the way then a Cart, and is sooner at his iourneys end, and therfore seldome or neuer much benighted.

Where on the contrary a Cart (for feare of being ouerthowne) cannot make such speed, and so is inforced to trauell late in the night to accomplish his accustomed iourneys, to the exceeding toyle and danger of the Carter.

3. By the convoy of waggons, many Passengers, both men, women and children, aged, lame and impotent persons are carried to and fro, from place to place, as their occasions drives them, drie and safe, and that for a small charge, which other wise could not ride on hortlebacke, or trauell on foote, to the great easse and benefit of many of the Kings subiects, and profit to your Petitioners the Waggoners.

Where on the contrary, not any can be so convoyed in Carts, without great perill and danger of their liues, by reason of ouerthrowing, whereof there hath been lamentable examples of certaine persons killed neare Ingerstone, to the grieve of the subiect, and losse to the Waggoner.

4. A wagon may be guided by a flight and engine downe any steepe hill.

Where on the contrary a Cart cannot, and therefore is not fit for trauell in all places.

5. If a wagon be set fast in a mire-pit, the same is with lesse strength drawne forth with the motion of foure wheeles, then a Cart can be with two wheeles.

6. A wagon with foure wheeles haung a loade of thirtie hundred weight laid vpon the same, will make a leſſer cut or impression in the ground then a Cart with two wheeles, haung but twentie hundred weight; and the reason is, because the thirtie hundred weight lying vpon the foure wheeles, viz. ſeven hundred and a halfe vpon a wheele, and the Carts two wheeles bearing ten hundred vpon a wheele, the weight of ten hundred vpon a wheele doth cut, and ſinke deeper in the ground then ſeven hundred and a halfe.

7. A Cart will be driuen and turned aside euery way, and ſearcht out and run ouer the whole compasse of the wayes, and often times in turning ſhort, doth make ſuch a ſlough or cut in the ground, that a loade of ſtones will ſcarce fill vp the ſame pit againe.

Where on the contrary, a Waggon cannot turne out of the way, but go ſtraight outright.

8. It is a hinderance to the Waggoner, and almost a double charge to the Merchant or trades-men vsing cariage, that the Waggoner is restrained and limited by the ſaid Proclamation, that he may not carrie no greater loades in the Summer time, when the wayes are impreſſible, then in the Winter ſeason, when they are almoſt impreſſible.

9. For that ſince the ceſſation of Waggons with foure wheeles, and recourse of Carts onely with two wheeles, experience ſhewes it to be true, that the roade wayes are neuer a iot bettered or preſerued, but rather worſer and impaired: therefore and for the reaſons aforesaid, your Petitioners do humbly pray as they haue prayed.

Laſtly, the caufe of the foulneſſe and badneſſe of the high wayes, is not cauſed through the recourse of Carts and Waggons, without which the Common wealth cannot be, but for lacke of due amending and repairing in the moſt needfull places in times conuenient.